

Replace the paragraph beginning at column 1, line 60 with the following:

According to a first aspect of this invention, a highway crash cushion of the type described above is provided with a single rail disposed under the crash cushion and anchored to a support surface. A plurality of guides [are] is provided, each coupled to a respective one of the diaphragms and each substantially centered with respect to the respective diaphragm. The guides are mounted to the rail to slide along the rail in an axial impact, and to restrict movement of the diaphragms with respect to the rail in both lateral directions. The rail is substantially centered with respect to the diaphragms, thereby reducing any tendency of an impacting vehicle to snag on the rail. Furthermore, since a single, centered rail is used, installation is simplified.

Replace the paragraph beginning at column 2, line 35 with the following:

According to a third aspect of this invention, a fender panel for a highway crash cushion as described above includes a trailing edge, a leading edge, and a side edge. The trailing edge is tapered such that the first and second portions of the trailing edge are separated from a reference line transverse to the side edge by lengths L_1 and L_2 , respectively. The length L_1 is greater [is] than the length L_2 by at least 10 cm. Preferably, the fender panel defines a plurality of ridges extending generally parallel to the side edge, and the first portion of the trailing edge is positioned in a groove of the fender panel between adjacent ones of the ridges. The tapered trailing edge has been found to reduce the tendency of an impacting

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vehicle to snag on the fender panel when the impacting vehicle approaches the fender panel from the direction of the trailing edge.

Replace the paragraph beginning at column 3, line 50 with the following:

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FIG. 10 is [a] an exploded perspective view of one of the energy absorbing elements of the embodiment of FIG. 1.

Replace the paragraph beginning at column 3, line 55 with the following:

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FIG. 12 is a [cross sectional] cross-sectional view taken along line 12--12 of FIG. 11.

Replace the paragraph beginning at column 7, line 55 with the following:

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As shown in FIG. 1, the rearward portion of the fender panel 16 is secured to the rearward adjacent diaphragm by a fastener 104, which includes a plate 106. This plate 106 has sides shaped to conform to the adjacent ridges 82, and forward and rearward edges that are bevelled to reduce vehicle snagging. The plate 106 is relatively large, and can for example be 25 cm in length, and can define a lug extending downwardly into the respective slot 88. This arrangement provides a system in which the fender panels telescope smoothly against one another in an axial collapse, and in which pull out of the fastener 104 is substantially prevented.